



**Washington State
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DATE: October 27, 2015

TO: All Potential Vendors

FROM: Tim Carroll, RFQQ Coordinator

SUBJECT: VENDOR QUESTIONS AND ANSWERS
for RFQQ-2015-0929-ACQ - Network-connected Devices to Count
Pedestrian Traffic at Ferry Terminals

Executive Summary:

This document is prepared by the Washington State Department of Transportation (WSDOT) and shall serve as the sole official reply to Vendor Questions submitted in response to RFQQ-2015-0929-ACQ released on October 29, 2015. Questions and responses are numbered for ease of reference only and are in no particular order or priority. Questions and comments have generally been stated as they were received except that some questions have been modified to maintain vendor confidentiality or to reduce redundancies. The answers may only explain or clarify some aspect that is already addressed in the RFQQ. It is important that Vendors review all questions and answers.

Vendor Questions and Official Answers

1. QUESTION: Please provide the following information for the six initial locations:

- **Architectural drawings or similar, at a scale large enough to recognize clearly the various elements such as fare gates, automatic doors, passages, etc. along with their dimensions.**

ANSWER: Please see the attached description. Note: Only Colman Dock is part of the Pilot Project.



ANACORTES.PDF



KINGSTON.PDF



EDMONDS.PDF



BREMERTON.PDF



SEATTLE COLMAN
DOCK PIER 52.pdf



BAINBRIDGE
ISLAND.PDF

RFQQ-2015-0929-ACQ – Network-connected Devices to Count
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- Specify any areas where, in your opinion, the placement of counting devices would not be suitable (e.g. crowding, no access for power or network, etc.)

ANSWER: Counting devices should not impede travel.

Counting devices should not pose a danger to people passing.

Counting devices should not interfere with sight lines for staff observation/safety or for surveillance cameras.

Be sure to indicate in your response what placement issues will impact a fully operational installation of your solution.

- Specify any areas where you would possibly prefer the counting devices to be installed.

ANSWER: The preference would be for counting devices to be installed in the passenger loading bridge, if dimensions and equipment allow. In any case, counting devices should be installed on the VESSEL side of any turnstiles or gates.

On the vehicle desk (where bicycles load), the preference would be for counting devices to be installed as near as practical to the actual transfer span over which the bicycles travel.

Be sure to indicate in your response the preferred placement criteria for a fully operational installation of your solution.

2. QUESTION: Please provide the following for the five locations other than Coleman Dock:

- Photographs of doors, passages, etc. where counting devices would / could be installed. It would be important to see clearly the relative height of the doorway with respect to the ceiling, for example, or the relative height of the passage with respect to some people within it.

ANSWER: Plans for the five (5) terminals and Colman Dock have been attached, per the response to Question #1. Photographs and site visits for these five (5) additional terminals will be arranged with the Contractor after successful completion of the pilot project (Colman Dock).

3. QUESTION: Please provide the following information for Coleman Dock and for the other five locations as applicable:

- Height and width of automatic doors.
- Height to ceiling just inside the automatic doors.
- Height to steel structure and width between handrails of the slips.
- Height to underside of pedestrian bridge at the north side of the building.

ANSWER: The passage opened by the automatic doors at Colman Dock is 11'8". The underside of the pedestrian bridge is 16'3" above the vehicle deck (pavement). Height to ceiling measurements inside the automatic doors was unavailable. Height to steel structure and width between handrails of the slips was unavailable. All other information requested is attached per the response to Question #1.

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